

LEAGUE OF AMERICAN BICYCLISTS



Bicycle Friendly Community Application

Name of Community

* Name of Community
City of Huntington Beach

* State



California

* Mayor or top elected official

Mayor Cathy Green

* Phone

714.536.5553

* Email

CGreen@surfcity-hb.org

* Address

2000 Main St. Huntington Beach, CA 92648

* Website

www.huntingtonbeachca.gov

Applicant Profile

* Applicant Name

Noreen Swiontek

* Title

Rideshare Coordinator

* Employer

City of Huntington Beach

* Address

2000 Main St.

* City

Huntington Beach

* State



California

* Zip

92648

* Phone

714.374.5351

* Email

noreen.swiontek@surfcity-hb.org

Community Profile

The data in this section is gathered by the U.S. census. Click [here](#) to find the most recent information on your community.

* 1. Type of Jurisdiction



Town/City/Municipality



County



Metropolitan Planning Organization or Council of Governments



Regional Planning Organization



Rural Planning Organization



Indian Nation



Other

If other, describe

* 2. Population

202250

3. Square mileage of community

* Total area

31.6

* Water area

5.2

* Land area

26.4

* 4. Population Density

7184.4

5. Climate
 * Average temperature for January
64
 * Average temperature for April
66
 * Average temperature for July
71
 * Average temperature for October
71
 * Average precipitation for January
2.6
 * Average precipitation for April
.70
 * Average precipitation for July
.02
 * Average precipitation for October
.28

- * 6. Median Household Income
77679

7. Age distribution
 * % under 5
3.7
 * % age 6-17
7
 * % age 18-64
75.9
 * % age 65+
13.4
 * Totals
100.00000000000001

8. Race
 * % White
78.3
 * % Black or African American
.8
 * % American Indian and Alaska Native
.3
 * % Asian
10.4
 * % Native Hawaiian and Other Pacific Islander
.6
 * % Some other race
6.8
 * % One race
97.19999999999999
 * % Two or more races
2.8
 * Totals
99.99999999999998
 * % Hispanic or Latino (of any race)
16.8

- * 9. What is the name of your community's bicycle program manager?

Noreen Swiontek and Volunteer Jim Powers

- * 10. In which department does your bicycle program manager work?

- ☐ Engineering/public works
☐ Planning
☐ Parks and Recreation
☐ Transportation
☒ Other

If other, describe

Public Works allocates the Air Quality funds for Noreen Swiontek's part-time position and APBP membership. She manages alternative commute mode programs, events, and projects that support reductions of motor vehicle air pollutants. Additional assistance from volunteer resident and LCI, Jim Powers, collectively is the equivalent of a full-time BPM. Funding for a full-time BPM is being explored.

- * 11. Are you the Bicycle Program Manager?

- ☒ Yes
☐ No

- * Bicycle Program Manager Phone

714.374.5351

- * Bicycle Program Manager Email

noreen.swiontek@surfcity-hb.org

- * 12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

- ☐ 10% or less
☐ 10-25%
☐ 25-50%

☐ 50-75%

☒ 75-100%

* 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community?

3
* 14. Do you have a [Bicycle Advisory Committee](#)

☒ Yes

☐ No

* 14a. How often does it meet?

☐ Monthly

☐ Every two months

☐ Quarterly

☐ Annually

☒ Other (describe)

If other, describe

The Committee may meet monthly or quarterly depending upon the issues needing input.

* 14b. How many members serve on the committee?

15

* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?

☐ User group

☒ Law enforcement

☐ Chamber of commerce

☐ Public health

☒ Planning department

☒ Transportation department

☐ School board

☒ Parks department

☒ Recreation department

☐ Transit agency

☒ Other (describe)

If other, describe

Additional groups represented: Community Relations Officer, Public Works Department, Economic Development Department, Community Services Department (Parks and Recreation), City Administrator, Human Resources, City Council Member, The Mayor, Huntington Beach Bicycle Advocates, Orange County Bicycle Coalition.

* 14d. Name of Bicycle Advisory Committee Chair

Co-Chairs: Mayor Cathy Green, LCI Jim Powers Jimcp1@aol.com

* Email of Bicycle Advisory Committee Chair

cgreen@surfcity-hb.org

* 15. Is there a bicycle advocacy group(s) in your community?

☒ Yes

☐ No

15a. What is the name of the advocacy group(s) (if more than one, list them all)

Huntington Beach Bicycle Advocates (HuBBA), Orange County Bicycle Coalition (OCBC).

* 15b. Are any of them working with you on this application?

☒ Yes

☐ No

* 15c. List the name of the primary group:

Huntington Beach Bicycle Advocates (HuBBA)

* 15d. Does this group have paid staff?

☐ Yes

☒ No

* 15e. Do you contract with this group for any services or programs?

☐ Yes

☒ No

* 15f. Who is the primary contact for them?

Jim Powers

* 15g. Email of primary contact of advocacy group

jimcp1@aol.com

* 16. What are the primary reasons your community has invested in bicycling?

☒ Improved quality of life

☒ Improving public health

☐ Community connectivity

☒ Transportation options

☒ Climate change concerns

☒ Decrease traffic congestion

☒ Increase tourism

☐ Increase property values

☐ Cooperation with adjacent communities

☒ Public demand

☒ Economic development

☒ Traffic safety

☒ Other (describe)

If other, describe

Reduce traffic collisions: Studies show that all collision rates decrease (bike/bike, bike/car, car/car) when there are more bicycles on the streets. So we are emphasizing bike advocacy and education. Reduce parking congestion by increasing bike parking to promote more bike trips and consequently fewer car trips into our congested areas. The downtown is located directly adjacent to the Huntington Beach pier. It consists of 8.5 miles of coastline, which heavily impacts parking availability, especially during peak tourism months. The pier alone draws over 10 million people annually. A major issue within the City is the downtown parking demand when an increased number of visitors experience the lack of available parking spaces. By encouraging bicycling, the City believes it can relieve a portion of this parking demand, as well as assisting the City in its "Go Green" initiative.

17. What was your community's most significant investment for bicycling in the past year?

Safe Routes to School projects at five middle schools and two elementary schools added traffic signals, improved school zone signing and marking, radar/speed feedback automatic signs to calm traffic, and improvements to sidewalks and curb ramps. Public Works Complete Streets continuing commitment resulted in additions and corrections to bike lanes to meet and exceed the latest CA MUTCD standards. An Employee Rideshare Program was implemented as part of HB "Green" initiative. Improving bicycle facilities has been a primary focus of the Rideshare Program as 60% of City employees live within a five mile radius of their work site making bicycling a preferred alternative transportation option. Bicycle lockers and permanent surfboard element bike racks have been installed at the Civic Center.

18. What specific improvements do you have planned for bicycling in the following year?

The City will seek funds to support bicycle projects, Safe Routes to Schools, and a full time Bicycle/Pedestrian Coordinator. The City General Plan will be updated in 2011 with a formal policy goal to implement a stand alone Master Bicycle Plan. The City has adopted the Beach/Edinger Corridor Specific Plan including elements to encourage greater bicycle/pedestrian activity and develop a system of smaller bicycle/pedestrian scale roadways. This approach provides for cyclists of all abilities to use different elements of the street system for mobility. A Bicycle Valet Service will be implemented in the downtown area for the summer season. Monthly Bicycle Street Skills and HYPD in-service Bicycle Safety and Enforcement training are planned. Our Bicycle Ambassador Program will be expanded.

Engineering

19. Does your community have

☒ a [complete streets policy](#)?

☐ a bicycle accommodation policy (a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing)?

☐ Neither

19a. When was it adopted

☒ **1996**

19b. Provide a link or attach a copy of this legislation or policy.

Our policy on streets has had all the elements of a Complete Streets Policy for decades. We have a very complete linked system of class 2 bike lanes on a high percentage of our through streets. Documentation of that policy is in our 1996 approved, General Plan, Infrastructure and Community Services Chapter, Circulation Element : Page III-CE-5, C. Bicycle Facilities; Page III-CE-8, ISSUES 5. Page III-CE-20, Public Transportation Goal CE 3, Policies CE 3.1.1, CE 3.1.3; Page III-CE-21, Bicycle, Pedestrian, Equestrian Facilities, and Waterway Facilities, Goal CE 6, Objective CE 6.1, Policies CE 6.1.1, CE 6.1.2, CE6.1.3, CE6.1.4, Page III-CE-23, Figure CE-9 BICYCLE PLAN. Furthermore California Law AB 1358 requires that the City adhere to a Complete Streets Policy by 2011. We are fully in compliance with that law today. The Huntington Beach General Plan is available on line at <http://www.huntingtonbeachca.gov/Government/Departments/Planning/gp/index.cfm>, AB 1358 is available on line at http://calbike.org/pdfs/ab_1358_bill_20080930_chaptered.pdf

19c. How was it adopted?

- ☒ **Legislation**
- ☐ **Resolution**
- ☐ **Internal Policy**
- ☐ **Other**

If other, describe

19d. What tools are in place to ensure implementation?

- ☒ **Implementation Guidance**
- ☒ **Design**
- ☐ **Manual**
- ☐ **Training**
- ☐ **Other**

If other, describe

20. How do you ensure your engineers and planners accommodate cyclists according to [AASHTO](#) and [MUTCD](#) standards?

- ☒ **Training**
- ☐ **Offer [FHWA/NHI Training Course](#)**
- ☐ **Hire Outside consultants to train staff**
- ☐ **Send staff to [bicycle-specific conferences/training](#)**
- ☐ **Require project consultants to have bike/ped qualifications**
- ☒ **Internal training or [design manual](#)**

20a. Describe each checked

The City of Huntington Beach Public Works Department is staffed with qualified engineers who are experienced and knowledgeable in the use and application of the MUCTD and the California updated CAMUCTD as well as our bike facility policies. They adhere to them in keeping our streets up to date, with equitable attention to bicycle, pedestrian and motorist needs. We currently staff 3 licensed traffic engineers, all with between 15-25 years of professional experience and well versed and supportive of the needs of bicyclists and pedestrians in our community. A member of the professional engineering staff is a member of our Bicycle Advisory Committee. Rideshare Coordinator, Noreen Swiontek, is also a member of the Association of Pedestrian and Bicycle Professionals and is engaged in educational enrichment from the FHWA University Course on Bicycle and Pedestrian Transportation.

* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists?

100

21a. What are the exceptions?

None

* 22. How do you ensure there are end-of-trip facilities for bicyclists?

- ☐ **Bike parking ordinance**
- ☒ **Bike parking ordinance for all new developments**
- ☒ **Ordinance requiring showers and lockers**
- ☐ **Building accessibility ordinance**
- ☒ **On street bike parking**
- ☐ **[Ordinance that allows bike parking to substitute for car parking](#)**
- ☐ **Standards for bicycle parking that conform to [APBP guidelines](#)**
- ☒ **Other**

If other, describe

There is no ordinance against allowing bike parking to substitute for car parking and there are plans to propose implementing "bike corrals" in the business districts where 14 or more bicycling shoppers could park in the place of one car slot. Currently our downtown area offers a bike valet station during our Tuesday night street fair and on weekends for the summer season. As a beach community, changes to parking near the beach must adhere to our Local Coastal Plan and are subject to review and approval by the California Coastal Commission.

23. How many bike parking spaces are there in your community?

23a. Bike racks

702

23b. Bike lockers

12

23c. Bike depot (i.e. [Bikestation](#))

0

23d. In-street bike parking

10

24. Approximately what percentage of these locations have bike racks or storage units?

24a. Schools



61-75%

24b. Libraries



91-100%

24c. Transit Stations



91-100%

24d. Parks & Recreation Centers



61-75%

24e. Government buildings



76-90%

24f. Office buildings



less than 15%

24g. Shops



16-30%

24h. Public Housing



less than 15%

* 25. Does your community have transit service?



Yes



No

* 25a. Are buses equipped with [bike racks](#)?



Yes



No

25b. What percentage?



91-100%

25c. Are bikes allowed inside transit vehicles?



Yes



Sometimes



No

If yes or sometimes, describe

All Orange County Transit Authority buses have racks for two bikes. When those racks are full, folding bikes are allowed inside the buses. On the last bus run of the day, when the bike racks are full, bikes may be brought inside the bus.

* 26. What is the mileage of your total road network?

564

* 27. What is the mileage of your total shared-use path network?

23

28. List your current and planned bicycle accommodations?

a. [Bike lanes](#)

Current Miles

65

Planned Miles

70

b. [Shared lane markings](#)

Current Miles

0

Planned Miles

0

c. [Bike boulevards](#)

Current Miles

0

Planned Miles

0

d. Signed bike routes

Current Miles

1

Planned Miles

1

e. Paved shared use paths

Current Miles

20

Planned Miles

20

f. Natural surface shared use paths

Current Miles

3

Planned Miles

3

g. [Singletrack](#)

Current Miles

0

Planned Miles

0

* 29. What other innovative ways have you improved on-road conditions for bicyclists?

☐

[Road diets](#)

☐

[Area wide traffic calming](#)

☐

[Cycle tracks](#)

☐

[Contra-flow bike lanes](#)

☐

Speed limits 20 mph or less on residential streets

☐

Bike cut thrus

☐

[Way-finding signage with distance and/or time information](#)

☐

None

☒

Other

If other, describe

Although none of these innovations are currently implemented on our streets, the Bicycle Advisory Committee is proposing some of these techniques be implemented in experimental ways in the following year to determine their effectiveness in our City. For example implementing bike cut-thrus and way-finding signage would be a relatively inexpensive way to determine the viability and value of bike boulevards paralleling major high speed arterials in our City and could be more cost effective than protected European style bikeways along these very high volume City arterials.

* 30. What percentage of arterial streets have bike lanes or paved shoulders?

68

* 31. What percentage of natural surface, trails and singletrack are open to bicyclists?

100

31a. What are the exceptions?

N/A

32. What maintenance policies or programs ensure *bike lanes* and *shoulders* remain usable and safe?

* 32a. Street sweeping

☐

More than other travel lanes

☒

Same as other travel lanes

☐

Weekly

☐

Monthly

☐

Quarterly

☐

Annually

☐

Never

☐

Other

If other, describe

* 32b. Snow clearance

☐

Before other travel lanes

☐

Same time as other travel lanes

☐ **Within 48 hours of storm**

☐ **Never**

☐ **Other**

☒ **Not applicable**

If other, describe

* 32c. Pothole maintenance

☐ **Within 24 hours of complaint**

☒ **Within one week of complaint**

☐ **Within one month of complaint**

☐ **Never**

☐ **Other**

If other, describe

32d. Other Maintenance policies or programs for bike lanes and shoulders (describe)

33. What maintenance policies or programs ensure *shared-use paths* remain safe and usable?

* 33a. Path sweeping

☒ **Weekly**

☐ **Monthly**

☐ **Quarterly**

☐ **Annually**

☐ **Never**

☐ **Other**

If other, describe

* 33b. Vegetation maintenance

☐ **Weekly**

☒ **Monthly**

☐ **Quarterly**

☐ **Annually**

☐ **Never**

☐ **Other**

If other, describe

* 33c. Snow clearance

☐ **Before roadways**

☐ **Same time as roadways**

☐ **Within 48 hours of storm**

☐ **Never**

☐ **Other**

☒ **Not applicable**

If other, describe

* 33d. Surface repair

☐ **Within 24 hours of complaint**

☒ **Within one week of complaint**

☐ Within one month of complaint

☐ Never

☐ Other

If other, describe

33e. Other Maintenance policies or programs for shared-use paths (describe)

Our Community Services and Public Works Departments have maintenance agreements for all parks, recreation, beach and public areas. We are proud of these facilities and work to keep them clean, attractive and very functional. They are well used by pedestrians, bicyclist and recreational users. Our citizens seem to also be proud of our facilities and tourists are attracted to them.

* 34. How do you accommodate cyclists at intersections in your community?

☒ All /Most signals are timed for bicyclists

☐ All /Most signals are timed

☐ [Loop detector markings](#)

☒ [Video detection](#)

☐ [Advance stop line or Bike Box](#)

☐ [Bicycle signal heads](#)

☒ Other

☐ None of the above

If other, describe

Most signaled controlled intersections have bicycle pushbuttons adjacent to the bike lane inductive loop detection or video detection. Most of the older inductive loops have limited sensitivity making bike detection more challenging. The City is in the process of upgrading existing loop detectors to the quadra pole type in conjunction with ongoing maintenance and replacement. The Bicycle Advisory Committee also has an agenda item to request bicycle markings at all those locations where it is appropriate.

* 35. Are there other infrastructure improvements in your community to promote bicycling?

☒ Yes

☐ No

If yes, describe

We have recently added new bike storage throughout the City. Two specific plans in the major commercial districts address density, land use, transit, bike lanes and more. The City Council approved the Downtown Specific Plan which includes increasing bike lanes and bike racks. The Downtown Specific Plan is now under review by the Coastal Commission. The Beach and Edinger Corridor Specific Plan has been approved and includes many elements of land use, density, transit, and bicycle and pedestrian scale street systems. Numerous infrastructure improvements, including biking facilities will occur with these programs.

Education

* 36. Do schools in your community offer a [Safe Routes to School](#) (or comparable) program that includes bicycling education?

☐ Yes

☒ No

What percentage of schools in your jurisdiction participates?

- a. Elementary (percentage)
- b. Middle School (percentage)
- c. High School (percentage)

* 37. Outside of schools, how are children taught safe bicycling skills?

☐ Youth bike clubs

☐ [Bike clinics or rodeos](#)

☒ Youth recreation programs

☐ Helmet fit seminars

☐ [Safety town](#)

☐ Trail riding classes

☒ Other

☐ None of the above

If other, describe

Teenagers 14 years and older are eligible for Street Skills classes in the HB Parks and Recreation Department. "Families on Bikes" classes developed by Chris Quint (Long Beach Cyclists) and Jim Powers (HuBBA), both LCIs, are offered in the community for families with elementary school children.

* 38. Do you have a [diversion program](#) for cyclists or motorists?

☒ **Yes**

☐ **No**

If yes, describe

Huntington Beach is one of the very few cities in North America that offers a diversion program for bicyclists and for pedestrians cited for violations. The program has been on-going for years. The HBPD conducts these monthly training classes for minor bicyclists and pedestrians that have been cited for violations. Parent attendance is required. The class touches on some of the same issues covered in smart cycling principals including the law, share the road concepts and safe bicycling guidelines. HuBBA is currently working with HBPD to enhance the program using Smart Cycling based training aids. Diversion programs for motor vehicle violators cited in our community are conducted by the Orange County Court system. HuBBA and OCBC have a plan to coordinate with OCTA to encourage the court system to integrate Smart Cycling into their motorist diversion program.

* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?

☒ **Public service announcements**

☒ **Community newsletter article**

☐ **New resident packet**

☐ **Utility bill insert**

☒ **Bicycle ambassador program**

☒ **Newspaper column/blog on bicycling**

☐ **Dedicated bike page on community Web site**

☐ **Billboards**

☐ **Share the Road Signs**

☐ **Share the road information in driver's education**

☒ **Other**

☐ **None of the above**

If other, describe

The City has developed Police In-Service Training for Bicycle Safety and Enforcement; focusing on the California Vehicle Code as it applies to bicyclists; the real risks for bicyclist; how to recognize safe lawful bicyclist behavior; share the road principals; and unlawful/dangerous bicyclist and motorist behavior that should be targeted for education and/or enforcement.

40. What of the following options are available on a regular basis to your community?

* 40a. [Traffic Skills 101](#) (or equivalent) classes -- including classroom and on-bike instruction.

☐ **Weekly**

☒ **Monthly**

☐ **Quarterly**

☐ **Annually**

☐ **Never**

☐ **Other**

If other, describe

* 40b. Cycling Skills classes -- three to four hour classroom training courses

☐ **Weekly**

☐ **Monthly**

☐ **Quarterly**

☐ **Annually**

☒ **Never**

☐ **Other**

If other, describe

* 40c. Commuter classes - one/two hour classes

- ☐ Weekly
- ☐ Monthly
- ☒ Quarterly
- ☐ Annually
- ☐ Never
- ☐ Other

If other, describe

* 41. Has your community hosted a [League Cycling Instructor seminar](#) in the past two years?

- ☐ Yes
- ☒ No

* 42. How many [League Cycling Instructors](#) are there in your community?

1

43. List active League Cycling Instructors (active means they have taught at least one class during the past 12 months).

James Powers, LCI 2257

44. Does your community have driver training for any of the following professional drivers that include information on sharing the road with cyclists?

- ☐ City staff
- ☐ Taxi drivers
- ☐ Transit operators
- ☐ School bus operators
- ☐ Delivery drivers
- ☐ Other

* If other, describe

* 44a. If yes to any of the above, describe the program.

* 45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations.

The City's Diversion education program for ticketed bicyclists subsidizes fees for qualified participants (including traditionally underserved,) and provides free bicycle helmets to children who receive helmet violation citations who cannot afford a helmet themselves. Our Bicycle Street Skills classes (TS101) are scheduled in City parks that serve all sectors of the community. The classes are currently priced at \$12 per student, to make them economically available to everyone in the community, including the traditionally underserved. Furthermore, students who qualify in the very low income category are eligible for City Instructional Class Scholarships. There is no discrimination permitted with respect to race, religion, ethnicity, sexual orientation or age.

* 46. Are there other education efforts in your community to promote bicycling?

- ☒ Yes
- ☐ No

* 46a. If yes, describe

All of our scheduled bicycle education classes and related events are announced and described on our Community Services website (www.hbsands.org) with details and instructions on how to participate. The same information and instructions are distributed quarterly, for free, on hardcopy HB Sands, Community Services Guide magazines throughout the City. Other City events, including bicycle related events are announced and described on our city website, www.huntingtonbeachca.gov. Furthermore special event announcements and educational videos, including bicycling videos are shown on our City public information cable channel HB3.

Encouragement

* 47. How do you promote [National Bike Month](#)?

- ☐ City Proclamation
- ☐ Community Ride
- ☐ Mayor-led Ride
- ☐ Public Service Announcements
- ☐ Publish a guide to Bike Month Events
- ☐ Bike Month Web site
- ☒ Commuter Challenge

- ☐ Commuter Breakfasts
- ☐ Trail construction or maintenance day
- ☒ Other
- ☐ No promotion

* If other, describe

The City currently has a vigorous City employee rideshare program, managed by Noreen Swiontek, our Rideshare Coordinator. She encourages city employees with a bike to work week, providing rewards and recognition for those who do. She also sponsors other encouragement programs for bicycle commuters such as Dump the Pump week, Rideshare Week, and Earth Day which include several forms of alternative commuting: Biking, public transit, walking and carpooling. The Orange County Transit Authority has promoted Bike Month for all of Orange County including Huntington Beach. Huntington Beach has now added much more content to its City wide bike activities and we are planning ahead for Bike Month next May with a major campaign of publicity and bike oriented events to encourage more people to use their bikes for local transportation in addition to recreation. Our Mayor and Members of the City Council have signed an Action Plan for Bicycle Friendly Communities, provided by the League of American Bicyclists, which includes a commitment to: "Establish information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses"; and "Develop special programs to encourage bicycle use in communities where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common."

* 48. How many people participate in [Bike Month](#) events?

1450

* 49. How do you promote bicycling outside of [National Bike Month](#)?

- ☐ Community Ride
- ☐ Mayor-led Ride
- ☒ Public Service Announcements
- ☒ Trail construction or maintenance day
- ☐ [Summer Streets/Ciclovia/Sunday Parkways](#)
- ☒ Commuter Challenge
- ☐ Commuter Breakfasts
- ☒ Other
- ☐ No promotion

* If other, describe

The City Employee Rideshare Program also promotes Dump the Pump Week, Earth Week and Ride Share Week. In its buildup of bike friendly activities in the coming year, HuBBA is planning numerous bike promotion events including Community Loop Rides that show off our beautiful City and its comfortable, efficient, linked network of bike lanes and bike paths; escorted rides for the community to special events like bicycle films, rallies, and lectures; and promotion of special local and international bike oriented films. HuBBA plans to continue encouraging local malls, markets and other popular consumer businesses to provide adequate and convenient bicycle parking to make it easy for the community to do their local errands and shopping by bike. HuBBA plans to provide bicycle valet parking service at special bicycle related events to encourage the community to use their bikes for these kinds of outings. The Community Relations Department has agreed to show bicycling oriented videos on our Public Information TV Channel HB3, and will publicize bike events on the City websites. HuBBA plans to distribute fliers to bike shops and libraries publicizing bike events including cycling classes given in the City.

* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

- ☒ Yes
- ☐ No

* 50a. If yes, describe

The City of Huntington Beach Rideshare Coordinator promotes a Bike to Work day for City employees in May, with incentives and prizes. Other city bicycling encouragement programs include Dump the Pump week, Earth Week and Ride Share Week. Bike to work day is also promoted in our City and throughout Orange County by the Orange County Transit Authority via its web site and special rallies.

* 50b. Approximately what percentage of the community workforce do you reach?

- ☒ less than 15%

* 51. List the signature cycling events in your community?

Huntington Beach sponsors numerous large events on our beach near the pier (one or two per month) in which spectators are encouraged to attend by bicycle via our very popular beach multiuse path. Grand scale bike parking facilities are provided and the public responds in very large numbers. Hundreds of bikes are parked in the pier areas on those days. Bicycles are the primary transportation choice for the City's annual Fourth of July celebration which draws thousands. On summer Sundays, we have wonderful band concerts in Central Park attended by many bicycle packing picnickers. The same is true for our Concerts on the Beach, our weekly street fairs and open air market. Huntington Beach has a large population of bicyclists who find it easier to get to special events, with all their traffic and car parking congestion, on bikes. Almost every outdoor special event in Huntington Beach is also a bicycling event.

* 52. Does the municipality sponsor or actively support any of these rides?

- ☒ Yes
- ☐ No

* 52a. If yes, how?

Huntington Beach sponsors numerous large events on our beach near the pier (one or two per month) in which spectators are

encouraged to attend by bicycle via our very popular beach multiuse path. Grand scale bike parking facilities are provided and the public responds in very large numbers. Hundreds of bikes are parked in the pier areas on those days. Thousands of recreational bicyclists partake in the annual Fourth of July celebration. On summer Sundays, we have wonderful band concerts in Central Park attended by many bicycle packing picnickers. The same is true for our Concerts on the Beach, our weekly street fairs and open air market. Huntington Beach has a large population of bicyclists who find it easier to get to special events, with all their traffic and car parking congestion, on bikes. Almost every outdoor special event in Huntington Beach is also a bicycling event.

* 53. Does your local tourism board promote bicycling in your area?

☒ Yes

☐ No

* 53a. If yes, how?

The City's website offers information on local bike paths. Additionally, the Huntington Beach Marketing and Visitors Bureau (MVB) promote bicycling on their website at <http://www.surfcityusa.com/thingstodo-california/activities/2/Bicycling.aspx>. MVB states the following bicycling information on the website: Huntington Beach is your bicycling destination if you enjoy scenic paths that are both safe and beautiful. An 8.5-mile paved path spans the entire length of the Surf City USA beach areas. The path runs parallel to Pacific Coast Highway between Warner Avenue to Sunset Beach all the way to the Santa Ana River bordering Newport Beach, with a clear view of the Pacific Ocean the entire length. It offers a first-class bicycling experience with plenty of room to accommodate traffic during the summer months. To venture into Newport Beach, cross the bridge over the Santa Ana River and turn right on Orange Street. Follow the route in between rows of duplexes for about a mile until it dead ends on West Oceanfront. The trail then moves out along the beach again, passing Newport Pier all the way to Balboa Pier and Peninsula Park. This route can be crowded, particularly during the summer months, so morning is usually the best time to go. Bicycling enthusiasts also love the Santa Ana River Trail. The route begins at Huntington State Beach, passes under the Santa Ana River Bridge and continues 30 miles east along the Santa Ana River. The journey ends near the Prado Dam in Corona. Generally, this route is not crowded. Get your bike at nearby hotels in Huntington Beach or from one of the many beach concessions that are available. Near the pier, Dwight's offers bicycles, tandem bikes and children's bikes, and Zack's offers bicycles, tandem bikes, buggies and surreys. At Huntington State Beach, Wheel Fun Rentals offers several locations with bicycles; single- and double surreys; cruiser bikes; kid's bikes; scooters and much more.

* 54. Are there cycling organizations in your area?

☒ Recreational Bike Clubs

☒ Mountain Bike Clubs

☐ Friends of the Trail Groups

☐ National Mountain Bike Patrol

☒ Racing Clubs or Teams

☐ Bicycle Co-ops

☒ Other

☐ None

* If other, describe.

Bicycle Advocacy Clubs

* 54a. For each type of club checked, list names of the organizations.

Recreational Clubs: Orange Coast Velo (HB), Orange County Wheelman, Bicycle Club of Irvine, Sierra Club Bicycle Touring Committee, SCOR Cardiac Cyclists, Orange County Rebel Riders, OCRiders.com. **Racing Clubs or Teams:** Team Jax- JAX BICYCLE CENTER (HB), Velo Avanti (HB), Lightning Velo, Mountain Bike Clubs: Monte Vista Mountain Bike Club, Single Track Minds, The Bike Company, Bomb OC, SHARE Mountain Bike Club, Trails for all. **54a continued Bicycle Advocate Clubs:** Huntington Beach Bicycle Advocates (HB), Long Beach Cyclists, Orange County Bicycle Coalition

* 55. How many [specialty bicycle retailers](#) (i.e shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

5

* 55a. List their names.

Beach Bicycles, Huntington Beach, CA. Jax Bicycle Center, Huntington Beach,, CA. Team Bicycle & Rental, Huntington Beach, CA. Huntington Beach Bicycles, Huntington Beach, CA. Performance Bicycle, Fountain Valley, CA. Bicycle Discovery, Fountain Valley, CA. Surf City Cyclery, Huntington Beach, CA

* 56. Which of these bicycling areas or facilities do you have in your community?

☒ BMX track

☐ Velodrome

☐ Cyclocross course

☐ Mountain bike park

☐ Pump Tracks

☒ Other

☐ None

* If other, describe.

Huntington Beach offers several biking facilities for Mountain Bikes, BMX, and other recreational riders. There are approximately 2.5 miles of dirt multi-use trails in Huntington Beach's Central Park. These conditioned dirt trails are used mainly by equestrian riders but are also used by cyclists and joggers/pedestrians. Additionally Huntington Beach has over eight miles of shared use beach paths connecting Bolsa Chica State Beach at the northern end to Newport Beach at the southern end. Approximately two miles of the beach path in the cliffs area have parallel paved paths to reduce multi-use congestion. There is open access from Huntington Beach to the Santa Ana River Trail, which runs adjacent to our Southern border and continues for 30 miles to connect the Inland Empire to beach communities via Huntington Beach. Adjacent to the Huntington Beach Portion of the Santa Ana River Trail there is direct access to the internationally recognized Sheep Hills BMX area on county land. BMX riders from Europe and other international areas come to experience Sheep Hills as well as Huntington Beach and other area riders and spectators. Plans are also currently underway for the development of an X-Games type facility that will incorporate extensive bicycle facilities and

events.

* 57. Is there a skatepark in your community?

☒ **Yes**

☐ **No**

* 57a. If yes, do bikes have access to the skatepark?

☒ **Always**

☐ **Sometimes**

☐ **Never**

* 58. Are there opportunities to rent bicycles in your community?

☒ **Yes**

☐ **No**

* 59. Does your community have a bike sharing program?

☐ **Yes**

☒ **No**

59a. If yes, of what use is it?

☐ **Public use**

☐ **Private institution**

☐ **Other**

* If other, describe

* 60. Do you have any current [Bicycle Friendly Businesses](#) in your community?

☐ **Yes**

☒ **No**

* 60a. If yes, list the names of the businesses.

* 61. Does your community have youth recreation and/or intervention programs centered around bicycling?

☐ [Recycle a Bicycle](#)

☐ [Trips for Kids chapter](#)

☐ [Earn a Bike program](#)

☐ **Co-op or Community Cycling Center**

☒ **Other**

☐ **None**

* If other, describe

The City of Huntington Beach conducts a bicycle safety course through enforcement. The safety course is available to children who are stopped by the Police Department for a safety violation (typically helmet violations). The individual has the option to attend a 2-hour safety course held by the Police Department or pay the full fine of the ticket. A parent or guardian's attendance with the child is mandatory to proceed with the safety course. The safety course is well attended on a monthly basis. This safety course can also be attended by the general public.

* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months?

☒ **Online route finding service**

☒ **Online map**

☐ **Printed on-road bike-routes map**

☐ **Printed mountain bike trails map**

☐ **Other**

☐ **None available**

* If other, describe

* 63. Does your community have other programs or policies to encourage cycling?

☒ **Yes**

☐ No

* 63a. If yes, describe

Huntington Beach makes a commendable effort to be a model employer. Showers and changing facilities available to employee cyclists are provided in City facilities including City Hall, Fire Department Facilities, Police Facilities and some Public Works facilities. Bicycle commuting is encouraged and rewarded by making it easy and socially desirable. Other major employers in Huntington Beach have similar facilities and programs. Some activists have the opinion that the strongest encouragement for cyclists in Huntington Beach is easy access by bicycle to the entertaining events sponsored by the City in our pier area (Concerts, international level surfing and beach volleyball events, Extreme sports events, etc.).

Enforcement

* 64. How does your police department interact with the local cycling community?

☒ A police officer is an active member of bicycle advisory committee

☒ Identified law-enforcement point person to interact with cyclists

☐ No current formal interaction

☒ Other

* If other, describe

All Huntington Beach Police Officers are trained and responsible for interaction with cyclists. If issues arise in a certain area, the Police Department will target their patrols where needed to interact and educate both drivers and bicyclists. Furthermore HBPD in cooperation with bicycle advocates is developing in-service training programs for all officers, focusing on bicycle safety and enforcement, to ensure that all officers are current and aware of the risks, responsibilities and rights of cyclists who share the road. HBPD is a partner in the City's goal to improve its bicycle friendly image.

* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?

☒ Basic academy training

☐ [International Police Mountain Bike Association](#) or Law Enforcement Bicycle Association training

☐ [National Highway Traffic Safety Administration Law Enforcement Training](#)

☐ Completion of [Smart Cycling course](#) by Police

☐ Presentation by League Cycling Instructor or local cyclist

☐ Institute for Police Training and Development bicycle training

☒ Other

☐ No training currently offered

* If other, describe

After meeting with Jim Powers, a local cycling instructor, Police Chief Ken Small assigned Lieutenant Steve Bushhausen to work with Jim to develop an in-service bicycle safety and enforcement training program for all HBPD officers focusing on cyclist's risks, rights, and responsibilities under the law, and enforcement/education of motorists and bicyclists with respect to sharing the road. This course development and implementation is currently underway.

* 66. What enforcement campaigns are targeted at improving cyclist safety?

☒ Helmet/light giveaways

☒ Targeting motorist infractions

☒ Targeting cyclist infractions

☒ Share the road campaigns

☒ Other

☐ None of the above

* If other, describe

When problems arise focused patrols are placed in that area. Furthermore targeting motorist and bicyclist infractions will be more effective as a result of the in-service training discussed above, improving our "share the road" environment in Huntington Beach.

* 67. Do you have police department employees on bikes?

☐ Yes

☒ No

* 67a. If yes, what percentage of police department employees is on bike?

5

* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?

☐ Yes

☒ No

* 68a. If yes, what percentage of safety department employees is on bike?

* 69. Do your local ordinances treat bicyclists [equitably](#)? (examples can be found on the [BFC resources page](#)).

- ☒ There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted)
- ☒ There are penalties for motor vehicle users that 'door' cyclists
- ☒ There is a ban on cell phone use while driving.
- ☒ There is a ban on texting while driving.
- ☐ The community uses photo enforcement for red lights and/or speed
- ☐ There is a state or local law that requires cyclists to use sidepaths regardless of their usability.
- ☒ There is a state or local law that requires cyclists to use bike lanes where they are provided.
- ☐ Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in [Uniform Vehicle Code](#).
- ☐ There is a general restriction on bicyclists riding on the sidewalk.
- ☐ There are local or school policies that restrict youths from riding to school.
- ☐ None of the above
- ☐ Additional information on any of the above mentioned ordinances as it pertains to your community.

* If Additional Information, describe

* 70. Are there any additional prohibitions or restrictions on cyclists in your community?

- ☒ Yes
- ☐ No

* 70a. If yes, describe

The City of Huntington Beach allows cyclists to ride anywhere in the City; however to protect pedestrian safety in heavy foot traffic areas, bicycling is not permitted on the pier and on sidewalks in the first three blocks of Main Street adjacent to the pier. These areas are highly dense with people, especially during the peak season, Memorial Day Weekend to Labor Day Weekend.

* 71. Does your community have other programs or policies to enforce safe cycling?

- ☐ Yes
- ☒ No

* 71a. If yes, describe

Evaluation and Planning

* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the [U.S. Census or the American Community Survey](#))

1.4

* 73. What additional information do you have on bicycle use for your community?

The majority of Huntington Beach's ridership comes from locals traveling to our downtown "core" area, including the 8.5 miles of the beach boardwalk. The newly launched summer bike valet service will provide up to 150 new bike spaces to relieve congestion in the downtown area. This pilot program will provide data and continually address bike parking needs in the City. We also have a large number of cycling teams who use Pacific Coast Highway as their training routes. Since the implementation of a City employee Rideshare Program in 2009, the share of employee bicycle commuters at the Civic Center has increased from 1.14% to 2.09%. Forty-eight percent of City employees are Huntington Beach residents. Sixty-three percent of City employees registered in the Rideshare program commute by bicycle. A significant increase in employee bicycle commuters is expected for 2010 as a result of expanded programs and facility improvements.

* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

3

* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

515

* 76. Do you have a specific plan or program to reduce these numbers?

- ☒ Yes
- ☐ No

* 76a. If yes, provide the link to the plan or describe.

By making Huntington Beach a more bicycle friendly community, motorists and bicyclists will share the road more equitably, bicyclists will become more competent at "vehicular cycling", motorists will be more sensitive to cyclists, and perhaps most important of all there will be more cyclists on our streets. The result should be "safer streets". Data from other cities has shown that with more cyclists on the streets, the accident rate goes down for both cyclists and motorists.

* 77. Does your community have a bicycle plan?

- ☒ Yes
- ☐ No

* 77a. When was it passed or most recently updated?

☒ **Before 2000**

* 77b. Is there a dedicated funding source for implementation?

☒ **Yes**

☐ **No**

* 77c. If yes, describe.

There is funding allocated to updating the City's General Plan Circulation Element in 2011, but not necessarily for implementing projects that will result from the policies stated in the General Plan. The existing bicycle plan is imbedded as elements of the City's approved General Plan (1996), the Downtown Specific Plan (2009), The LAB Action Plan for Bicycle Friendly Communities (signed by the Mayor and City Council Members, July 2010), and the 14 Point Bicycle Friendly Plan (submitted and adopted by the Bicycle Advisory Committee, May 2010). Part of the update process will be to extract, update and expand on the existing bicycle plan elements from the General Plan, the Downtown Specific Plan, and to combine and update the two action plans to create a "stand alone" approved Bicycle Master Plan for the City of Huntington Beach. Funding for implementation of the two action plans is not clearly defined but existing funds have supported starting action implementation and making good progress to date on some actions.

* 77d. What percentage of the plan has been implemented?

☒ **75%**

* 77e. Are you meeting annual target goals for implementation?

☒ **Yes**

☐ **No**

* 77f. Provide a link to the plan or describe.

The two action plans are being sent separately. The General Plan (<http://www.huntingtonbeachca.gov/Government/Departments/Planning/gp/index.cfm>), and the Downtown Specific Plan (http://www.huntingtonbeachca.gov/files/users/economic_development/DTSPUpdateBookII120109.pdf) Please refer to section 5.4 which discusses, bike storage, existing bike facilities and bikeways. This section references bike connections, Class II and III bike lanes and additional bike storage.

* 78. Do you have a trails master plan that addresses mountain bike access?

☐ **Yes**

☒ **No**

* 78a. If yes, provide the link to the plan or describe.

* 79. Is there [formal cooperation](#) between the mountain biking community and the community recreation and planning staff?

☐ **Yes**

☒ **No**

* 79a. If yes, describe.

* 80. Do you have [trip reduction ordinances, policies or programs](#)?

☒ **Yes**

☐ **No**

* 80a. If yes, describe.

Huntington Beach's Building and Planning Department has an Ordinance in place to accommodate those who bicycle to work. Any non-residential building up to 50,000 square feet of gross building area is required a minimum of three bicycle parking spaces. Additionally, for every 25 automobile parking spaces required, one bicycle space is required. For developments greater than 50,000 Square feet, the Director of Building and Planning shall determine the number of bicycle spaces based upon the type of uses and number of employees. For Multiple-Family Residential Uses, they require one bicycle space for every four units.

* 81. Have you done an [economic impact study](#) on bicycling in your community?

☐ **Yes**

☒ **No**

* 81a. If yes, describe.

* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?

☒ **Yes**

☐ **No**

* 82a. If yes, describe.

All facilities, programs and encouragement efforts are implemented equitably in all communities of our City. As an example, Bicycling Street Skills classes are and will continue to be scheduled at parks in all sectors of our City.

* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your community?

☒ **Yes**

☐ **No**

* 83a. If yes, describe.

We have a Bicycle Advisory Committee and a community based Huntington Beach Bicycle Advocates Club. Furthermore Our Downtown Specific Plan along with the Beach and Edinger Corridor Specific Plan addresses these issues.

[Final Overview](#)

84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

* 84a.

Huntington Beach is strong in the 5 E's and particularly strong in four of the five. Outstanding engineering created a base for bicycling to grow. For four decades, we made very significant investments in integrated, linked bike lanes and bike paths. They are well used and effective, providing easy access to beaches, restaurants and shopping. We have ample bike parking and it is growing. Our traffic engineers have decades of Complete Streets design experience. The Orange County Register poll voted us #1 Best Place to Bike in Orange County. We will continue to promote bicycle friendly opportunities for the future.

* 84b.

Our bicycle education and encouragement projects are broad and vigorous. We have a monthly diversion BikeEd program for ticketed minor bicyclists. We have a monthly Street Skills classes (TS101). We conduct Bicycle Commuter Seminars. We have a Bicycle Ambassador Program. We encourage bicycling on TV HB3. Our Rideshare Program encourages bicycle commuting year-round. We cooperate and support OCTA Bike Month. Bike route maps are available on-line/hard copy. We provide free helmets for needy kids. Our Bicycle Advisory Committee integrates City and community representatives. We have active Bicycle Advocates (HuBBA, OCBC)

* 84c.

Enforcement: Our Huntington Beach Police Department (HBPD) Chief supports bicycle initiatives to make our City safer for cyclists. For 30 years HBPD has conducted one of the very few diversion programs (BikeEd) for ticketed minor bicyclists. HBPD generally has a bike friendly attitude and recognizes that additional training on bicycle safety and enforcement is a priority. HBPD is developing in-service training based on smart cycling principals. Our police are encouraged to participate in outreach and education for our schools and the community. HBPD provides bike helmets to needy kids.

85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

* 85a.

We need to improve our evaluation and planning for bicycle friendly projects; especially a stand alone Bicycle Master Plan (BMP). Most of the elements of a BMP are in our existing planning documents and can be extracted, expanded, and updated to include those elements and convert them into a stand alone BMP. The BMP is important to chart our bicycle friendly course for the future, and to support our quest for funds. We also need to collect more bicycle usage and crash statistics for plans to further reduce bike crashes in Huntington Beach.

* 85b.

The City should expand our fund development to support bicycle projects. We have some major improvements behind us, like our very modern integrated/linked bike route system. But we forecast the need for additional funds to help our bicycle programs grow and to start new projects. Although we have some grant and City funds to create more public works improvements, more funds are necessary to hire a full time Bicycle/Pedestrian Coordinator. This will greatly accelerate all of our bicycle initiatives. An important document to make those grant requests more successful is the development of a stand alone approved BMP.

* 85c.

We need more bicycle friendly signage. City streets have standard markings for cyclists but there are opportunities to do more. We need more street signs to educate and alert motorists to "Share the Road", and to educate bicyclists about traffic laws and how to avoid the most risky bicycling habits, such as wrong way cycling, obeying and triggering traffic signals. We need to develop a bicycle route numbering system placing signs for efficient bicycle navigation. We also need to update our bicycle map with route numbering notations.

* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?



Yes



No

* 86a. If yes, describe.

We plan to develop a stand alone Huntington Beach Bicycle Master Plan (BMP) by extracting, expanding and updating bicycle related elements from our existing approved City Planning documents and the Action Plans initiated and endorsed by our Bicycle Advisory Committee and/or City executives. As part of our BMP development we plan to develop bicycle usage and crash data and analyze it with existing crash data to develop a plan to reduce bicycle crashes in Huntington Beach. We plan to aggressively seek grant funds and funds from other sources to support our bicycle friendly related projects, including a full time Bicycle and Pedestrian Coordinator/ Bicycle Project Manager and a Paid Bicycle Ambassador. We plan to develop a bike route numbering system with signage for our integrated / linked bicycle routes to make it easier and more effective for cyclists to get around our City safely. We plan to develop a signage plan for bicycle and motorist street side education, such as "Share the Road" and "Wrong Way Cycling is Dangerous and Against the Law." Our plan would also address pamphlets to be made available throughout the community regarding bicycling tips along with bicyclist rights and responsibilities.

* 87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?



Yes



No

* 87a. If yes, describe.

Most of the needs addressed in the application became apparent to the City after we started the application process with a false start last February. Since then projects have been initiated and solutions to some of those needs have already been implemented. Our community bicycle advocates suggested many of the needs and helped the City with initiation and implementation of some of the projects and helped to keep them on track. We, the elected officials, the City staff and the community bicycle activists might not have come together and coalesced so quickly had it not been for the process of applying for bicycle friendly status recognition. Furthermore, it has made all of us, including many outside the application process, much more aware of bicycling and bicycle friendly (and not so friendly) issues. Working with each of the City departments to gather data, coordinate and encourage participation has seemed to create a team feeling about moving forward with our bicycle friendly projects. Individual City staff, elected officials and community members have gone beyond participating to being pro-active in suggesting new bike friendly projects and suggesting funding opportunities. Rules have been bent to allow new projects to get "under the wire" when deadlines for submittal were missed. They have rescheduled City facilities to allow bike education events to occur. A beautiful Surf City on a bike, bike rack design resulted from a highly motivated artistically talented City employee applying her talents to the project. And the word seems to be spreading through the community. Recently a community resident stopped to tell us about the "bike friendly business at City Hall". Has completing the application made us more aware of what it takes to be bike friendly? Absolutely!